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17.00 [563]

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Hongkong, 24th July, 1905. [498]

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Hongkong, 4th December, 1907. [444]

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Hongkong, 5th October, 1908. [443]

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Hongkong, 19th July, 1909.

claimed in the present case. The Chinese Government had then a *prima facie* right to resume the concessions. Here, however, international law is plain; the resuming Government is not entitled to confiscate, but must pay full value, with a reasonable allowance for forcible entry. The aggrieved parties are entitled to demand of their own Government this right; and the Minister or other representative of the injured parties is not justified in listening to other terms. In such a case refusal is equivalent to repudiation, and repudiation is of all international crimes the one that is accounted the greatest. The Chinese Government, to its honour be it said, has never even hinted at repudiation, so that the task of the British Minister in explaining the situation was all the lighter.

Of course, the British Minister knows all this; and certainly would not willingly take it on his own shoulders to permit such an indignity to be placed on him; and we are therefore all the more required to believe that he has been acting on direct orders from the Foreign Office. But the loss to the innocent promoters is none the less; and the probability of a recurrence of the same tactics, in view of the impunity accorded in the first instance, is, of course, very much increased. This would only be on a par with all the other proceedings of the present Ministry, who have evidently been living in a fool's paradise in their conception that they individually or collectively represent the views or opinions of the nation at large. The Government has, however, gone so far that to advance or retreat seems to its members equally impossible, and accepts the first proposal that offers. As a government it is now beginning to realise the fact that its methods are out of tune even with the more capable members of its own party. This, to any body of intelligent men must have been evident after the perfect indifference displayed by the country at large, when the threatened House of Lords threw out one bill after another on which the Government had staked its credit; and that without a single word of remonstrance, notwithstanding every effort of the Ministers to arouse a revolutionary spirit amongst the extreme Radicals. Possessed of the greatest nominal majority in the House that any Government has for more than a century been able to boast of, it must feel the indignity of being unable, even with the weapon of the Closure, of being unable to carry its Budget through the House; and this is the more galling that the most determined opposition to the new-fangled measures proposed is being led by the more respectable of its own party. It is then only on a par with the general attack on property that in the instance where the Chinese Government, galled with the parrot of the "Recovery of Sovereign Rights," has been seeking to confiscate British capital sunk in mining and other enterprises, that the British Minister should have his instructions to pay no regard to the renunciations of British capitalists, who, in some cases, as in that of the late Mr. LITTLE, at the urgent request of the highest officials, have invested their capital in productive schemes in China. Mr. LITTLE's case is a particularly bad one. Finding that they had not sufficient capital nor practical knowledge of coal mining to work their mines to advantage at the greater distances to which they were latterly compelled to extend their workings, the mine-owners themselves proposed to Mr. LITTLE to work on common account, and this scheme at once recommended itself to the high provincial authorities, who saw the advantages that the province would derive from the industry. The scheme met with the approbation of Peking, and the arrangements for royalties and joint control were all sanctioned, and the scheme placed on the market. But now a new element came on the scene; a new Taotai, under the influence of the re-actionary party, suddenly appeared at Chungking; the Chinese local directors, who had been selected from the local colliery-owners, a highly intelligent class of men, who had already adopted many devices supposed to be peculiar to Europeans, such as long-wall working, wheeled trolleys, and ventilating fans, suddenly resigned. The bankers (native), who had been selected by the colliery owners as perfectly trustworthy men to receive subscriptions, announced that they were forbidden to accept the monies, but said that they were themselves quite willing to act if permission could be obtained. The Viceroy, who had been foremost in supporting the institution, withdrew, frightened by the threats of the newly-arrived Taotai, and now placed as many obstructions in the way as he had before encouragements.

Meanwhile the mine had been surveyed and reported on; a small line of narrow gauge railway to carry the coal to the nearest river had been laid out with the concurrence of all concerned, and an Engineer obtained from England to manage the new workings. Altogether in these preliminaries some 300,000 taels had been spent; markets had been opened out for the coal, which was found to be of superior quality, and admirably suited for locomotive use, as well as for coking, large quantities of iron being manufactured in the district of extremely excellent quality. Finding that owing to the obstructions placed in the way, and the impossibility of getting possession of the land for the railway, the mines could not be profitably worked, the Directors were forced at last to close down, and abandon the workings. Sir JOHN JORDAN, as British Minister, had at the beginning cordially assisted the enterprise, in which he took personally considerable interest, so that his change of face in recommending the acceptance of the Chinese offer must be attributed to direct orders. The final settlement of 200,000 taels and the stock of coal actually mined must be considered from every point of view unsatisfactory. Not only is it a direct sacrifice of over 100,000 taels in actual money, but even from a Chinese point of view, the closing of the mines will inflict considerable injury on the population of the district, as under existing conditions the mines have already reached their greatest possible development. The intention of the agitator, under whose influence a new source of wealth in their country has been cut off, is not to benefit the country, but to return to the worst period of the dynasty, when industrial development of every description was held to be a crime. That the present British administration, in its own warfare against property, should have a fellow-feeling with the modern obstructives in China is perhaps not altogether incomprehensible, but the effects on British influence, as well as on British enterprise, have been disastrous. We have only alluded to the case of Mr. LITTLE's Syndicate, but that of Sir JOHN LITTLE-KARS goes all fours with it in the abandonment of the British capitalist, while the threatened House of Lords threw out one bill after another on which the Government had staked its credit; and that without a single word of remonstrance, notwithstanding every effort of the Ministers to arouse a revolutionary spirit amongst the extreme Radicals. Possessed of the greatest nominal majority in the House that any Government has for more than a century been able to boast of, it must feel the indignity of being unable, even with the weapon of the Closure, of being unable to carry its Budget through the House; and this is the more galling that the most determined opposition to the new-fangled measures proposed is being led by the more respectable of its own party. It is then only on a par with the general attack on property that in the instance where the Chinese Government, galled with the parrot of the "Recovery of Sovereign Rights," has been seeking to confiscate British capital sunk in mining and other enterprises, that the British Minister should have his instructions to pay no regard to the renunciations of British capitalists, who, in some cases, as in that of the late Mr. LITTLE, at the urgent request of the highest officials, have invested their capital in productive schemes in China. Mr. LITTLE's case is a particularly bad one. Finding that they had not sufficient capital nor practical knowledge of coal mining to work their mines to advantage at the greater distances to which they were latterly compelled to extend their workings, the mine-owners themselves proposed to Mr. LITTLE to work on common account, and this scheme at once recommended itself to the high provincial authorities, who saw the advantages that the province would derive from the industry. The scheme met with the approbation of Peking, and the arrangements for royalties and joint control were all sanctioned, and the scheme placed on the market. But now a new element came on the scene; a new Taotai, under the influence of the re-actionary party, suddenly appeared at Chungking; the Chinese local directors, who had been selected from the local colliery-owners, a highly intelligent class of men, who had already adopted many devices supposed to be peculiar to Europeans, such as long-wall working, wheeled trolleys, and ventilating fans, suddenly resigned. The bankers (native), who had been selected by the colliery owners as perfectly trustworthy men to receive subscriptions, announced that they were forbidden to accept the monies, but said that they were themselves quite willing to act if permission could be obtained. The Viceroy, who had been foremost in supporting the institution, withdrew, frightened by the threats of the newly-arrived Taotai, and now placed as many obstructions in the way as he had before encouragements.

Information reached Manila by mail last Saturday that Bishop Barlin, the first Filipino bishop of the Roman Catholic Church had been critically ill at Rome and had been administered to him the last sacrament of the church last Saturday. The information was received by mail by Lether, but as the correspondent sending it added that in case of the death of the distinguished bishop of Nueva Ecija he would cable the fact, and no cable has been received, it is believed that he had rallied and is somewhat improved. Bishop Barlin has been ailing for several months past and was very sick when he left five months ago to make an official visit to Rome.

With the departure of Mr. George Butler, Shanghai, says the "N.Y. Daily News," loses another old resident. Mr. Butler came out here as a Choate for a Greek firm as far back as 1866, and since the late seventies he has lived almost continuously in Shanghai. Owing to advancing years Mr. Butler has decided to go home for good, and he will be missed by a large circle of friends. All the teamen met at Mr. Robert Anderson's flat, where they presented Mr. Butler with a handsome silver bowl in recognition of the high esteem and regard in which he is held.

TELEGRAMS.

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THE FINAL TEST MATCH.

A DRAWN GAME.

LONDON, August 12th.

In their second innings in the Fifth Test Match the Australians declared after putting up 339 runs for a loss of 5 wickets. This score was compiled in 310 minutes. Bardsley contributed 130 in perfect style. He never gave a chance, his timing and defence was perfect and there was great variety in his strokes. His score included ten fours.

At the close of the day's play England stood 104 for 3 wickets, and another drawn game resulted.

The wicket was fast, and the match was watched by about 15,000 spectators.

Scores:

| AUSTRALIA. | |
|------------------|-----|
| (2nd innings). | |
| Bardsley | 130 |
| Gregory | 74 |
| Noble | 55 |
| Armstrong | 10 |
| Ransford | 36 |
| Trumper | 20 |
| Macartney | 4 |
| Extras | 10 |
| Total for 5 wkt. | 339 |

Barnes took two wickets for 61 runs, and Carr two for 130.

ENGLAND.

| (2nd innings). | |
|------------------|-----|
| Spooner | 3 |
| Rhodes | 54 |
| Hayes | 9 |
| Fry, not out | 35 |
| Sharp, not out | 0 |
| Extras | 3 |
| Total for 3 wkt. | 104 |

The result therefore is a drawn game.

Armstrong took two wickets for eight runs.

SUMMARY OF RESULTS.

| | |
|----------|------------------------|
| 1st Test | England Won by 10 wkt. |
| 2nd " | Australia " 9 wkt. |
| 3rd " | Australia " 126 runs. |
| 4th " | Drawn. |
| 5th " | Drawn. |

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

THE IMPERIAL DEFENCE CONFERENCE.

LONDON, August 12th.

Reuter's Agency learns that the Imperial Defence Conference has reached a stage of progress which points to the early conclusion of its labours.

Some far-reaching decisions have been arrived at. All important differences have been overcome and all parts of the Empire represented have expressed the intention of bearing a fair share of the cost of naval defence.

AUSTRIA AND ENGLAND.

LONDON, August 12th.

The "Fremdenblatt," the organ of the Austrian Foreign Office, heartily welcomes King Edward to Marienbad, and describes the reports alleging a coolness in the relations of King Edward and the Emperor Francis Joseph as baseless.

TURKEY AND CRETE.

LONDON, August 12th.

A dispatch from Constantinople states that the Council of Ministers has discussed the Greek Note.

Helmi-Pasha, interviewed, said the reply of Greece was in some respects

satisfactory, but incomplete and wanted strengthening. Turkey did not desire war, but, in view of the popular excitement, the Government must obtain a settlement compatible with honour and dignity.

A telegram from Canca states that at a meeting of the Assembly the Government communicated the advice of the Powers and advised submission.

DEATH OF MR. ERICH GEORG.

In the death of Mr. Erich Georg, the well-known sharebroker, which took place at his residence on Wednesday, Hongkong has lost a widely-respected resident of nearly forty years' standing. He came out to Hongkong as an assistant in the firm of Messrs. Siemssen and Co., after the close of the Franco-German war, in which he took part and gained the highly-valued distinction of the Iron Cross (first class) for bravery on the field of battle. Mr. Georg remained in the service of Messrs. Siemssen and Company for about ten years, and then commenced business in partnership with Mr. C. C. Cohen as a share and general broker, the firm name being Cohen and Georg. This partnership lasted for more than twelve years, and in 1894 Mr. Georg started on his own account, and established a good connection. During the past twelve months Mr. Georg had been in an indifferent state of health. About three weeks ago he took to his bed and gradually sank. The news of his death will be received with deep regret not only in Hongkong but in the coast ports, where his business connections had made him well and favourably known. He was a man of the strictest integrity, and the high estimation in which he has been held by the German community is evidenced by the fact that he has on several occasions been President of the Club Germania. He was also a prominent Freemason.

The funeral took place at the Protestant Cemetery at the Happy Valley yesterday afternoon, and was attended by a number of members of the mercantile community, both British and German sections being well represented. The cortège was met at the Monument by the mourners, who followed the remains to their last resting place. A brief but impressive service was conducted at the graveside by the Rev. Mr. Lenchner, acting chief pastor of the Berlin Mission.

The mourners included Dr. Voretzsch, (German Consul), Mr. von Wiser (Austrian Consul), Sir Paul Chater, Messrs. E. J. Hughes, T. Hough, W. Clarke, Rose, Schwartz, W. Helm, W. Nielsen, Siebs, G. Engel, H. Brodersen, Melchers, Jelsøn, A. Koehn, K. Detmers, C. R. Lenzmann, Bandow, F. Schwarzkopf, J. C. Kitzmann, C. Schroter and others.

OPERA AT THE THEATRE ROYAL.

Mr. Pandman's "Merry Little Maids" Comic Opera Company made such an excellent impression on the occasion of their last visit to the Colony that it is not surprising to find that no little interest has been manifested in their present appearance. Notwithstanding that it is the month of August, when indoor entertainments are not sought after as a rule, this visit is likely to rank as one of the most successful. The repertoire of the company would attract most people, even in hot perspiring weather, but in these comparatively cool evenings there should be no hesitation on the part of the public.

Last night "The Waltz Dream" was presented to a good house who gave themselves up to the full enjoyment of this musical play which rivals "The Merry Widow." That means a lot. To vie with such a popular piece betokens unusual merit. Not only has the production a fine dramatic vein, but its music and setting are particularly fine. The large company do justice to the choruses, and the solos and duets are admirably taken. Especially is this true of the piccolo and violin duet. Mr. Frank Danby as King Joachim was responsible for plenty of amusement, while the parts of the Grand Duke and the Prince Consort were ably filled by Mr. Fred Coyne and Mr. Arthur Cowen. Miss Fitzgerald was a charming princess, who sang sweetly, and Miss Beech looked and acted well the part of the leader of the Viennese orchestra.

To-night "The Merry Widow" will be played.

PASSING OF AN OLD CHINA COAST CAPTAIN.

We regret to announce the death of Captain Henry Wray Browne, who was one of the commanders in the days of the China tea-clippers. He commanded the "Challenger" in succession to Captain Killick, and subsequently the "Wyld" from the time of her launch to the date of her sale by Killick, Martin and Co. When her original owners disposed of her Captain Browne quitted the sea. His death was due to a trap incident on 6th ult., at Wingham, Kent. He frequently went his rounds with his friend Dr. Henry. In Dr. Henry's own words: "We went out as usual on Tuesday last to do my country round in a two-wheeled gig. We had to pass the station (Ashdown) to make my last before facing homewards. The London train was standing in the station, and started just as we passed. I suppose the train started the mare; at any rate she shied, crossed her legs, and nearly fell, throwing me out into the roadway. The off wheel went over my leg, and then she started to gallop. I saw Mr. Browne look round for me, and then the gig disappeared round a bend in the road. I got up and limped after the trap and found him lying dead about a hundred yards farther on. Death must have been quite instantaneous from the frightful injuries to his head." On relinquishing the sea, Capt. Browne, who was 73, married Miss Bell; but his wife predeceased him. He was a brother of Bishop Browne, of Bristol—Shangha Times.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poultice Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents to Nicaragua.

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SUPREME COURT.

Thursday, 12th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNOLD,

KARBERG & CO.

The sixth day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

When the Court sat the Chief Justice announced that they would be unable to continue on Friday or Saturday.

Mr. MacNeil said he was instructed to ask for at least half a day, either Friday afternoon or Saturday morning, for the convenience of the clients.

The Chief Justice—It is not possible. We have such an accumulation of work both in summary jurisdiction and in chambers.

Mr. MacNeil thought the case would finish early next week.

The Chief Justice thought the hearing would take two days more, possibly two and a half. He thought it would have to go over to Monday, as they had another case on hand to consider. His Lordship wished to ask Mr. MacNeil about the point he argued yesterday with regard to the interpretation of the word quality. He wished to know whether Counsel intended to raise the point of latent ambiguity.

Mr. MacNeil said the word quality was in the contract.

The Chief Justice said Counsel had indicated that there was an ambiguity with regard to the word quality, and therefore it seemed to him that the argument tended rather to introduce the law as to latent ambiguity.

Mr. MacNeil said that came in necessarily. The contract contained the words clearness and quality, and quality might mean anything besides clearness.

The Puisne Judge stated that on the previous day Mr. MacNeil had raised a point as to Mr. Rennie's knowledge. It seemed to him that in the absence of fraud that could not be admissible.

Mr. MacNeil said he had raised no question of fraud, but he had stated that Mr. Rennie well knew at the time the nature of the plant he was buying.

The Puisne Judge—Unless you can bring in the principle of latent ambiguity it seems to me it would not be admissible.

Mr. MacNeil—The contract was for can ice.

The Puisne Judge—If you had pleaded fraud, the knowledge of Mr. Rennie probably would have been material.

Mr. MacNeil—Mr. Rennie bought Borsig's plant with a specification as to its being a can plant. Anything turning on Mr. Rennie knowing that the plant he was buying had cans in it is surely relevant.

The Chief Justice—It seems to me that the question of latent ambiguity is a question of fact, and the Court has to say whether this word "quality" is a latent ambiguity. Then Mr. Rennie's knowledge comes into other parts of the case. It may relate to the quality in question or it may not.

Mr. MacNeil—I propose to leave what I have said to your Lordships for further consideration.

The Puisne Judge—Do you say the word "quality" is an ambiguity?

Mr. MacNeil—The word "quality" may mean anything in our warranty besides clearness.

Mr. Slade—I gather the latent ambiguity is alleged in the word clearness.

The Chief Justice—Or that we have had definite evidence. We discussed the question of clearness and transparency yesterday.

Mr. Slade—The only way to interpret the words of the contract are, if it is proved that by reason of the customs of a particular trade the words which have a plain English meaning bear some other meaning, then there is a latent ambiguity. Plain English words are given a plain English meaning.

The Chief Justice—The custom of a trade is one thing, but there are others, I think it is an accurate statement of law that the fact whether a term in a contract is latent or ambiguous in a question of fact for the Court.

Mr. Slade—It is a question of fact to be both pleaded and proved.

The Chief Justice—If the Court comes upon a word it does not understand, the question of latent ambiguity arises.

Mr. Slade—If it has been pleaded and proved ambiguous.

The Chief Justice intimated that the Court would consider the point.

Mr. MacNeil, continuing his address, reiterated his previous statement that he thought Messrs. Jardine, Matheson and Co. wanted the ice if it was merchantable, and he thought they must have been influenced to reject it by the peculiar circumstances of the Milling Co. So far as he knew, up to the time of the actual rejection by Jardines, they were prepared to take ice on the can system.

Mr. MacNeil was about to read some correspondence when

Mr. Slade raised the objection he had taken on the previous day, that letters between Jardines or the Ice and Milling Companies were not receivable in evidence.

The Court decided to hear the correspondence, but decided to leave Mr. Slade's objection as a proposition of law to be raised later.

Mr. MacNeil, continuing, said the claim for loss of profit extended to five years instead of ten years, the length of the contract with Messrs. Jardine, Matheson and

HONGKONG GENERAL CHAMBER OF COMMERCE.

Co. That at once gave rise to inquiry in the minds of the persons claimed against as to the reasons of this limitation. He supposed that any principle of law which justified a claim for five years would justify a claim for ten years. Another point was that the claim for damages was for five years, and the warranty was that the plant would do its work for one year. That also necessarily gave matter for thought and consideration, because a particular plant was sold to do a particular kind of thing, and the seller said if taken over in proper order it would do its work for a year, but beyond that time he would not guarantee it. There was no reason whatever to suppose that Borsig's machine, if taken over, would not have done its work satisfactorily for five, ten or twenty years, but, on the other hand, there was no reason to suppose that it would. However, if the machine worked for a year, that was all the guarantee the manufacturer had given.

The Puisne Judge—Supposing the machine did its work for thirteen months, you say there could have been no claim?

Mr. MacNeil did not think there could be. There must be a limit placed on the time for which a thing was warranted. He was at a loss to see how any claim could be raised in this action on the warranty for more than one year, for which time the plant was guaranteed. Under the contract between the Milling Company and Messrs. Jardine, Matheson and Co. the limit of supply was 6,500 tons of ice in the year. On coming to look at the claim it was found that the lowest profits were calculated upon a supply of 7,200 tons, 1,000 tons in addition.

Mr. Slade—If that is so the figures can be corrected. Proceeding, Mr. Slade said the comment was perfectly unjustified on the particulars. That was only a detail showing how the estimated loss of profit was arrived at. If his friend turned to the previous page he would find that the estimated loss of profit was \$35,000, not \$52,000 as he had put it.

Mr. MacNeil said there was a further point to which he wished to direct special attention. There was a clause in the agreement between Mr. Rennie and Messrs. Jardine, Matheson and Co. to the effect that if the price of ice fell below what it then was, namely, 12 cent per pound, the Company was to allow the Milling Company a proportionate reduction in their five-eighths, but not below four-tenths. It had been distinctly proved by Mr. Haxton that the consequence of the Oriental Brewery competition was to put ice down to half a cent a pound.

Mr. E. Arndt deposed to being lately in the employ of Messrs. Arnold, Karberg and Company, which firm he first joined in 1898. He first made the acquaintance of the late Mr. Rennie in 1905, when he sold him some Diesel engines. Witness was then managing the machinery department of Messrs. Arnold, Karberg and Company. In the same year Mr. Rennie spoke to witness about machinery for the manufacture of ice, and he gave Mr. Rennie some memoranda referring to a plate ice plant which it was proposed to erect at Shanghai, as well as Borsig's and de la Vergne's catalogues. Mr. Rennie then asked for an estimate, and the firm got one from Borsig. In October, 1907, Mr. Rennie told him that he had an idea of installing an ice plant at Junk Bay, and witness told him he would give him an estimate based on Borsig's. Mr. Rennie consented, and later witness supplied him with an estimate. At that time Mr. Rennie said nothing about the kind of ice he wanted. He said he wanted 24 tons a day of clear ice. Nothing was said about the Hongkong Ice Company or Messrs. Jardine, Matheson and Co., and nothing was said about the disposal of the ice. Witness told Mr. Rennie that the estimate he was going to offer was for a can ice plant, and Mr. Rennie made no objection. Subsequently, however, he made a counter offer, and after a number of wires between Hongkong and Berlin his offer was accepted. What Mr. Rennie chiefly insisted on was time of delivery. After the acceptance of the order Mr. Rennie told witness that he had sold the ice he was going to make to Messrs. Jardine, Matheson and Co. for a number of years.

The examination of Mr. Arndt was continued, after the fifth adjournment. He told the Court he was present at the inspection of the ice plant on June 23rd. Those who accompanied him on the launch were Sir Paul Chater, Mr. Ross, of Jardine, Matheson and Co., Mr. Gibson, Mr. Chard and Mr. Wilks. At the inspection Mr. Haxton, of the Ice Co., was also present. Cross-examined by Mr. Slade, witness said he had not had experience of ice manufacturing machinery before he made enquiries on behalf of Mr. Rennie. He was not an engineer, and his information regarding such machinery was acquired from catalogues and from his experience in Hongkong. The transparent ice apparatus was an apparatus for making can ice, and after a number of wires between Hongkong and Berlin his offer was accepted. What Mr. Rennie chiefly insisted on was time of delivery. After the acceptance of the order Mr. Rennie told witness that he had sold the ice he was going to make to Messrs. Jardine, Matheson and Co. for a number of years.

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MINUTES.

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NOTICE.

IT IS HEREBY NOTIFIED that the portion of the WONG-NEL-CHONG RECREATION GROUND known as the MILITARY FOOTBALL GROUND, plot E, will be CLOSED for repairs from the 16th instant until the 1st of November, 1909.

P. N. H. JONES,
Director of Public Works.
Public Works Department.
Hongkong, 12th August, 1909. [1071]

"GLEN" LINE OF STEAMERS.
FOR HULL AND ANTWERP.

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Captain Haughton will be despatched as above
on MONDAY, the 16th inst., 1909.
For Freight or passage apply to
McGREGOR BROS. & GOW.
Hongkong, 12th August, 1909. [1069]



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony will be held at the MAGISTRACY, at 2.15 P.M., on FRIDAY, the 28th AUGUST, 1909, for the purpose of considering the following application under the Licences Ordinances, 8 of 1902 and 8 of 1908, viz.:-

From one G. BERTOLONE for permission to remove the business now carried on by him under an Adjunct Licence on premises numbered 37, Queen's Road Central, to the unnumbered premises in York Buildings which were formerly occupied by Messrs. COTTAM & CO.

F. A. HAZELAND,
Police Magistrate.
Hongkong, 9th August, 1909. [1068]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th July, 1909. [1014]

NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Tiochow, Hakka and Cantonese dialects; a Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential.

Salary-\$90 per month. Singapore Currency with an allowance of \$10 per month in lieu of quarters.

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British North Borneo Govt.
Hongkong, 11th August, 1909. [1061]

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Hongkong, 31st July, 1909. [629]

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Hongkong, 24th April, 1909. [605]

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3 NIGHTS ONLY 3

TO-NIGHT (FRIDAY),
AUGUST 13TH.

MAURICE E. BANDMANN PRESENTS

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LITTLE MAIDS

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Aug. 13th.

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The World's Record Breaker

THE MERRY WIDOW.

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THE MIKADO.

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SHIPPING.

ARRIVALS.

ATLANTIS, American str., 963, P. Endoza, 12th August—Iloilo 7th Aug.,^{14th} Sugar—Base. CHIQUEN, Chinese str., 1,177, C. Stewart, 12th August—Shanghai 8th August, General C. M. S. N. Co. CHOWYA, German str., 1,055, F. Schmitz, 11th August—Bauklok and Heilow 10th Aug., Rice and Tuskwood—Butterfield & Swire. DAIKI MARU, Japanese str., 360, H. Muranaga, 12th August—Tamsui, Amoy and Swatow 11th August, General—Osaka Shoson Kishin. KANU, British str., 1,143, James Spied, 12th August—Cebu 3rd and Iloilo 8th August, Sugar and General—Butterfield & Swire. KIANG CHING, Chinese str., 1,042, A. F. Brinsander, 11th August—Chinkiang 7th August, General—King Lee. LINAN, British str., 1,552, C. C. Williams, 12th August—Shanghai 8th August, General—Butterfield & Swire. LIMPOO, British str., 2,277, B. Morrison, 12th August—Barry 26th June, Coal—Doddwell & Co. SAMIA, German str., 3,011, O. Müller, 12th August—Woosung 7th August, General—Hamburg-American Line. SARDINA, British str., 6,573, C. C. Talbot, R.N.R., 12th August—Yokohama 27th July, General—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 12th August.
Amigo, German str., for Hoilow.
Borneo, British str., for Shanghai.
Chiyuan, Chinese str., for Canton.
Coblenz, German str., for Manila.
Honoi, French str., for Quang Chow Wan.
Kalyan, British str., for Shanghai.
Lihua, British str., for Canton.
Machen, German str., for Swatow.
Nord, Norwegian str., for Samruang.
Pingan, British str., for Hoilow.

DEPARTURES.

12th August.
ANHUI, British str., for Shanghai.
BUJUN MARU, Japanese str., for Swatow.
HINSANG, British str., for Kobe.
INCHIA, Italian str., for Singapore.
KARANGA, British str., for Shanghai.
MEKFOO, Chinese str., for Shanghai.
RAJAHUJI, German str., for Hoilow.
VIENNA, British str., for Newcastle.
YEDOSHU MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.

The British str., Linan reports: Strong S.W. winds and rough sea.
The British str., Kainan reports: Strong S.W. monsoon and high sea.
The Chinese str., Chiyuan reports: Fresh S.W. monsoon throughout with rough sea.
The British str., Linan reports: Fine weather to Aden; experienced strong S.W. monsoon crossing Indian Ocean, from there to Singapore fine weather, and the same till arrival.

VESSELS IN DOCK.

August 12th.

ABEDDEEN DOCK.—KOWLOON DOCK—Forwards, Chuneaing, Peria, Soregon, Dos Hermanos, Telemachus, C. Diederichsen, M. Jelsen, Ryga.
COSMOPOLITAN DOCK—Magallanes.

TAIKO DOCK—Foorhour.

VESSELS ON THE BERTH
THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE," will be despatched for the above Ports TO-MORROW, the 14th August, 1909.
For Freight and Passage, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, 24th July, 1909. [915]

FOR SINGAPORE, PENANG, AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Captain S. H. Benson will be despatched for the above Ports on TUESDAY, the 17th inst., at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1066]

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"N. P. PON," Capt. Tambochia, will leave for the above places on WEDNESDAY, the 15th inst., A.M.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th August, 1909. [1035]

"SHITE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain Daniel, will be despatched as above on or about the 25th instant.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.

For Further Particulars, apply to JARDINE, MATTHESON Co., Ltd., Agents.

Hongkong, 2nd August, 1909. [1032]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "N," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gondas, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1067]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CALEDONIA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 21st August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA" due in London on the 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th August, 1909. [1068]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.

For Freight or Passage, apply to JARDINE, MATTHESON & Co., Agents.

Hongkong, 15th July, 1909. [1066]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1909. [1050]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL | FOR | STEAMERS | TO SAIL |
|--|--------------------|----------------------------------|--------------------------------------|------------------|------------------------|
| KUDAT & SANDAKAN | "BORENO" | Sunday, 15th Aug. at 9 A.M. | MAESIELLES VIA PORTS | "ERNEST SIMONS" | On 17th Aug. 1 P.M. |
| YOKOHAMA & KOBE | Capt. F. SEMBILI | about Friday 21st August. | SHANGHAI, KOBE & YOKOHAMA, KOBE & | "AUSTRALIEN" | About 18th Aug. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "PRINZ WALDEMAR" | Wednesday, 25th Aug., at NOON | "POLYNESIEN" | Capt. Broc | On 30th Aug., P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | Capt. E. ZACHABIDE | About Thursday, 26th August. | "TONKIN" | Capt. Charbonnel | On 31st Aug., 1 P.M. |

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea.

Through Tickets to London via Paris, from 227 I.O. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPORIN, AGENT, Hongkong, 12th August, 1909. Queen's Building.

"SILESIAS."

Captain Radonicich, will be despatched as above on or about the 25th August.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 30th July, 1909. [1033]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSELLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE."

Captain Ingram, will be despatched as above on or about the 23rd inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 2nd August, 1909. [1031]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

"EMPERRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Quebec.

"EMPERRESS OF JAPAN" SAT., 14th Aug.

"EMPERRESS OF CHINA" SAT., 4th Sept.

"MONTEAGLE" SATURDAY, 18th Sept.

"EMPERRESS OF INDIA" SAT., 25th Sept.

"EMPERRESS OF JAPAN" SAT., 16th Oct.

"EMPERRESS OF BRITAIN" FRI., 10th Sept.

"ALLAN LINER" FRIDAY, 1st Oct.

"EMPERRESS OF IRELAND" FRI., 22nd Oct.

"ALLAN LINER" FRI., 12th Nov.

Steamships leave HONGKONG at 6 P.M.

at 12 NOON.

Intermediate on Steamers

and 1st Class Railways

First Class rate to London includes cost of Meals and Berth in Sleeping Car while

R.M.S. "MONTEAGLE," carries Intermediate Passengers only at Intermediate rates

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--|-----------------|----------------------------|
| LONDON and ANTWERP, PEN. VIA SINGAPORE, COLOMBO, PORT SAID and MARSAILLES | SARDINIA Capt. C. C. Talbot, R.N.E. | About 11th Aug. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA | BORNEO Capt. W. H. S. Hall, R.N.E. | About 13th Aug. | Freight and Passage. |
| SHANGHAI | PEVANHA Capt. H. Powell | About 19th Aug. | Freight and Passage. |
| LONDON VIA USUAL PORTS | CALEDONIA Capt. W. Hayward, R.N.E. | Noon, 21st Aug. | See Special Advertisement. |

For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|--------------|-----------------------|
| HOIHOW, PAKHOI and HAIPHONG | "SINGAN" | On 13th Aug., 9 A.M. |
| SHANGHAI | "KANSU" | On 13th Aug., NOON |
| SWATOW, WEIHAIWEI and TIENTHON | "KUEICHOW" | On 13th Aug., 4 P.M. |
| BATAVIA, SAMARANG and SOERABAJA | "SHANTUNG" | On 14th Aug., 4 P.M. |
| SHANGHAI | "LINAN" | On 15th Aug., D'light |
| MANILA | "TEAN" | On 17th Aug., 3 P.M. |
| THURSDAY ISLAND, COOK TOWN, GIBRALS, TOWNSVILLE, BRISBANE, SYDNEY, CHANGSHA | "CHANGSHA" | On 19th Aug., 4 P.M. |
| NEW ZEALAND, ADELAIDE, FREMANTLE, PERTH | | |
| SHANGHAI | "CHINHUA" | On 19th Aug., 4 P.M. |
| SHANGHAI | "CHENAN" | On 22nd Aug., D'light |
| MANILA | "TAMING" | On 24th Aug., 3 P.M. |
| DIRECT SAILINGS TO WEST RIVER | Twice Weekly | |
| S.S. "LINTAN" and S.S. "SANUI" | | |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTHON STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWINE, AGENTS.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|---------------------------------|--------------|-----------------------------|
| KOBE & MOJI | "HIN-SANG" | Friday, 13th Aug., Noon. |
| MANILA | "YUENSANG" | Friday, 13th Aug., 4 P.M. |
| MOJI | "CHUN-SANG" | Saturday, 14th Aug., 4 P.M. |
| SHANGHAI | "KWONG-SANG" | Tuesday, 17th Aug., Noon. |
| SHANGHAI | "CHOY-SANG" | Thursday, 19th Aug., 3 P.M. |
| MANILA | "LOONG-SANG" | Friday, 20th Aug., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "FOOK-SANG" | Tuesday, 24th Aug., Noon. |
| SINGAPORE, PENANG & CALCUTTA | "KUT-SANG" | Tuesday, 31st Aug., 3 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUT-SANG," "NAMSANG" and "FOOK-SANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 51.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 13th August, 1909.

GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING | STEAMERS | FOR | LEAVING |
|----------------------|---------------------------|-------------------------------|----------------|----------------------------------|---------|
| "HAICHING" | SWATOW, AMOY and FOOCHOW. | FRIDAY, 13th Aug., at 2 P.M. | "AWA MARU" | WED'DAY, 18th Aug., at Daylight. | |
| Capt. W. C. Passmore | | | "TAMBA MARU" | WED'DAY, 1st Sept., at Daylight. | |
| "HAIMUN" | SWATOW | SUNDAY, 15th Aug., at Noon. | "VICTORIA" | WED'DAY, 17th Aug., at 4 P.M. | |
| Capt. Evans | | | "KAGA MARU" | TUESDAY, 14th Sept., at 4 P.M. | |
| "HAITAN" | SWATOW, AMOY and FOOCHOW. | TUESDAY, 17th Aug., at 2 P.M. | "SHINANO MARU" | FRIDAY, 20th Aug., at 5 P.M. | |
| Capt. J. S. Roach | | | "NIKKO MARU" | TUESDAY, 24th Aug., at 5 P.M. | |

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 12th August, 1909.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATES OF SAILING. |
|-------------------------------|----------|-------------------|
| MARSEILLES, HAIRE, COENPHEN | "YEDDO" | Middle of August. |
| GEN GOHENBURG and BALTC PORTS | | |
| SHANGHAI, YOKOHAMA and KOBE | "CATHAY" | End of August. |
| MARSEILLES, HAIRE, COENPHEN | "CATHAY" | End of September. |

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th August, 1909.

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**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|--------------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 14th Aug., Noon. |
| RUBI | 2540 | R. W. Almond | Manila | On 21st Aug., Noon. |

For Freight or Passage apply to HONGKONG, 2nd August, 1909.

SHEWAN, TOME'S & CO., General Managers. [14]

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STEALTS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAIKING Cargo of Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| FOR KOBE & YOKOHAMA: | STEAMERS | TO SAIL |
|--------------------------------|------------|-----------------|
| S. SPEZIA | 14th Aug. | S. SPEZIA |
| FOR SHANGHAI, KOBE & YOKOHAMA: | 18th Aug. | S. S. SLAVONIA |
| S. C. FERD. LAEISZ | 19th Aug. | S. S. ANDALUSIA |
| S. S. AMBRIA | 30th Aug. | S. S. SAXONIA |
| S. S. NICOMEDIA | 12th Sept. | S. S. SPEZIA |
| S. S. LIBERIA | 15th Sept. | S. S. ARABIA |

Further Particulars apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th August, 1909.

Hongkong Office.

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HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong Office.

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